

## GOSSIP OF THE AUTOS

## Brooklyn Orphans Will Get Their Annual Outing.

## PROPOSED RACES STIR TRADE

Announcement of Time Trials in Connection with the Jamaica Subway Celebration Has Aroused Much Interest—Florida Automobileists to Raise Fund for Race.

New York, May 9.—Brooklyn's orphans are to have an automobile ride and a visit to the wonders of Coney Island again this year, as they have had on two memorable occasions in the last two years, as the Long Island Automobile Club has already begun work toward this most commendable end. The question of an orphans' day celebration this year was brought up at the regular monthly meeting of the club last week in the clubhouse at 250 Cumberland street, Brooklyn, and it was unanimously decided to have another outing for the parentless children this year.

The enterprising Brooklyn organization has always done itself proud by the manner in which the members of the club have taken hold of the orphans' day project, and the officers of the club hope that this year's affair will be the greatest one in the club's history. A well-known member of the Long Island Automobile Club who was talking of the matter yesterday said he thought he had figured out the reason why so much larger a proportion of Brooklynites than New Yorkers loaned their cars for the use of the bereaved children for this one day out of the entire year.

The announcement of straight-away automobile races with flying start on Hillside avenue Friday, June 5, in connection with the Jamaica subway celebration, has created a greater stir in trade circles in and about New York than anything of recent years. Interest in the events has spread like wildfire and the meet promises to be the greatest ever held in this country, from the standpoint of entries, and exceeded in point of time by Ormond Beach only. As far as work on roads is concerned, conservative judges are predicting an eclipse of all existing figures in the coming meet.

Fred J. Wagner, of 29 West Forty-second street, New York City, is receiving entries for the trials, and, although the programme has not as yet been announced, he has assurances of a great many competitors. Arthur R. Pardington, chairman of the Long Island Automobile Club contest committee, is in immediate charge. His experience with all sorts of automobile competition, from the first ever held in this country, including the initial running of the Vanderbilt Cup race, insures success in the Jamaica carnival of speed.

The citizens of Jamaica have obtained from the board of aldermen a permit to use three miles of Hillside avenue, between Jamaica and Queens. The course will be guarded by police and every detail perfected.

Another State came forward with an offer of a course upon which to run the 1908 Vanderbilt Cup race and the American elimination trial last week, when Florida, the friend of automobile races that cannot be run elsewhere, shied its eager into the ring. W. H. Chambers, auditor of the Florida East Coast Railroad and Hotel System; John Anderson, of St. Augustine; D. J. Trudeau, of Ormond, and W. J. Morgan, who represented President Arthur B. Foster, of the Florida East Coast Automobile Association, held a meeting in New York yesterday at which it was decided to raise a fund of \$25,000. This money is to be used to secure the race for the famous tide rolled stretch of ocean beach between Ormond and Daytona, upon which the Automobile Club of America recently conducted a meet, during which many new records were made. The amount would be turned over to the Vanderbilt cup commission and the American Automobile Association, if the latter bodies will agree to hold the race next winter, some time in January or February. An offer to this effect will be made at once to Jefferson De Mont Thompson, chairman of the Vanderbilt cup commission.

For some time past, politicians have found automobiles great time savers in the stress of hot campaigns, when it was necessary for a speaker to cover a great deal of ground in a limited time, but Roger C. Sullivan, Democratic national committeeman from Illinois, has instituted a brand new departure by arranging to travel from Chicago to the Democratic national convention at Denver next July. His party will consist of a number of Congressmen and other distinguished Democrats, who will leave Chicago on June 27, and be scheduled to arrive at Denver on July 4. They will travel in a train of four Studebaker touring cars and a Studebaker commercial vehicle will go along with them as a baggage coach.

The plan is to make the journey by easy stages, on account of the receptions which are being arranged in the various cities through which the party will pass, and the average distance a day will be from 125 to 150 miles.

A stop is to be made at Lincoln, Neb., the home of W. J. Bryan, where the Peerless One will hold a reception for the delegates. The route from Chicago will be through Dixon, Sterling, and Morrison, Ill., crossing the Mississippi River at Clinton, Iowa, and then passing through Cedar Rapids, Des Moines, and Council Bluffs, Iowa, thence to Omaha, and after a brief stay in Lincoln, to Denver, over a route to be selected later. Tickets will be issued on the same plan as railroad tickets, and the fare will be the same as that charged by the railroads to those delegates who prefer to travel by rail. The tickets will be countersigned by the mayors of the towns through which the delegates will travel.

Chairman Ralph M. Sperry and his associates of the contest committee of the Automobile Club of Bridgeport are rapidly concluding arrangements for the club's third annual hill-climbing contest on Sport Hill on Memorial Day. The McMurtry electrical timing apparatus will be used for the contest, and Alden L. McMurtry, the inventor, will have charge of the timing. Capt. George E. Hawes, of the Fourteenth Company, Coast Artillery Corps, Connecticut National Guard, will have charge of patrolling the course. He will have forty guardsmen in full uniform armed with the regulation rifle, who will be sworn in as constables, and have full power in the premises. There will also be a force of ten Easton deputies and constables, who will act as signalmen.

It has been decided by the club to build a footbridge across the stream at the start of the course, in order to leave the road bridge free to the cars. Four motorcyclists have been appointed couriers. All competing cars will be inspected the day before the events. A. L. Riker will be referee.

When Robert Lee Morrell, chairman of the Automobile Club of America contest committee, announced last spring that the club would promote a sealed bonnet contest there were a great many automobilists who thought such a test too severe to be run successfully. The club's affair was a four-day event, with the competing cars making 150 miles a day. Since then, however, sealed bonnet affairs of a far more rigorous nature have been conducted in various parts of the country, both by automobile clubs and by individual motorists, the most notable being the now famous contest promoted late last fall by the Chicago Motor Club.

In the later sealed bonnet runs there have been several instances where the engines were kept running all the time, so that the cars were not only running with sealed bonnets, but under nonstop engine conditions in addition. H. B. Odell, of Buffalo, completed a sealed bonnet, nonstop engine run of 1,000 miles a few days ago, with a six-cylinder Mora. The run was made under the supervision of the Automobile Club of Buffalo, on the good roads near the Bison City. The good roads, combined with the evident friendliness of the police of the locality, enabled the 1,000 miles to be completed in forty-eight hours, or at an average speed for the entire distance of about twenty-one miles an hour.

A similar run of a more strenuous nature has just been completed at Seattle, Wash., by F. E. Folberth, with a four-cylinder Oldsmobile. Folberth drove his car 1,000 miles without stopping the engine, and not only was the bonnet sealed, but the officials in charge of the run sealed in the high speed lever, so that the car had to run on its high speed gear during the entire 1,000 miles. Folberth added to his laurels by climbing the famous St. Ann's counter balance hill, after the car's engine had been running continuously for twenty-six hours.

Devices designed to help make riding more comfortable are multiplying rapidly, and a British concern has just brought out a system of suspension which resembles closely a Yankee invention of several years ago, in which the springs are supported on pneumatic cushions fixed to the axle perches. In the English invention the springs are seated on a rectangular metal box which has a loosely fitting bottom or piston, carried by the axle and fixed rigidly in place. Between the piston and the shell of the box is a rubber bag substantially the same section and contour, which is inflated to a pressure of ten or fifteen pounds. Unlike the Yankee device, the British system is not intended to do away with inflated tires, but is to be used to relieve the springs of the shocks they would otherwise receive when the car was being driven over rough roads. It is intended as a shock absorber to supplement the tires, instead of a substitute for pneumatic tires.

It is estimated that the Newark branch office of the State commissioner of motor vehicles collected about one-fourth of the total amount of \$80,000 which the State of New Jersey received for automobile registrations and drivers' licenses during last year.

It is rather expensive to drive too fast in Boston if the police succeed in capturing the offender. One driver who was tried a short time ago for driving at the rate of 22 1/2 miles an hour, was fined \$75. The motorist gave notice that he would enter an appeal against the fine.

## SULLIVAN KNOCKED OUT.

Claims Ketchell Struck a Foul Blow in Twentieth Round.

Special to The Washington Herald.

San Francisco, May 9.—Jack Sullivan was knocked out by Stanley Ketchell in the twentieth round of their fight at the Colma arena this afternoon. A hard right to the body put Sullivan down and out when he was trying to rise after a count of nine.

As he left the ring, Sullivan displayed a slight discoloration low on his body and claimed that the knock-out blow struck by Ketchell was a foul.

## The Fight by Rounds.

Round 1. Ketchell landed a left to the body. Sullivan got in with a right to the jaw. Ketchell sent a hard left to the stomach.

Round 2. Ketchell rushed Sullivan to the ropes, but Jack shook Stanley with a vicious left.

Round 3. Ketchell landed hard rights on the ear and heart. He then landed rights and lefts to the heart and ribs.

Round 4. Not a real blow was struck.

Round 5. Jack landed a fierce right on the jaw. Ketchell a right on the ribs.

Round 6. They clinched. Ketchell got in two stiff uppercuts and a left to the nose.

Round 7. Honors even.

Round 8. Jack cut Ketchell's eye. Ketchell rushed around frantically, but did little damage.

Round 9. Ketchell hammered Jack's stomach with right and left. Sullivan growled at bell.

Round 10. Jack clinched. Ketchell landed a terrific left on the stomach. Sullivan hanging on ropes at bell.

Round 11. Sullivan rocked Ketchell with a straight left and Stanley sent Jack down with a terrific right. The bell saved Sullivan.

Round 12. Sullivan in a rally drew blood from Stanley's eye. Ketchell kept boring in on Jack's stomach.

Round 13. Ketchell landed a hard right on the ear and clinched. Just before the bell Stanley dropped Jack for a count of nine.

Round 14. Ketchell seemed unable to finish his man.

Round 15. Ketchell kept boring in. He dropped Sullivan, who rose at once and pushed a hard right in Ketchell's face.

Round 16. Sullivan continually clinched.

Round 17. Ketchell landed on the mouth, Jack on the body.

Round 18. Ketchell sent a right to the jaw and Jack came back with left straight to nose twice, drawing blood.

Round 19. Ketchell landed three hard kidney blows, administered severe punishment to body and then brought right to jaw.

Round 20. Jack landed hard left on the kidneys and clinched. Ketchell rocked Sullivan's head with lefts and Jack landed a hard left swing on the ear and repeatedly staggered Stanley. They sparred and Ketchell put Sullivan down for the count of nine. As Sullivan arose Ketchell stepped up and landed a terrific left on the body, sending Jack down and out.

## AMONG THE OARSMEN.

The date for the national regatta has been officially announced for July 14 and 15. A change to July 7 was requested, but as this was in conflict with the St. Louis regatta the executive committee of the National Association of Amateur Oarsmen decided to hold the national event the week later.

Patrick Harrington, of Springfield, for many years New England's champion sculler, died last week in Whitefield, Me., at the age of sixty-four years. He will be remembered by the old guard oarsmen, most of his racing having been done from the revival of rowing at Springfield in 1867 for the following ten years.

The university boat clubs of Sydney, Melbourne, and Adelaide, Australia, have been notified by Oxford and Cambridge that the proposed intervarsity match cannot be rowed this year. The Englishmen say all their best men will be engaged in the Olympic regatta. It is reported that an eight will be picked from Sydney, Melbourne, and Adelaide universities and sent to the Olympic regatta.

## CAPTAIN OF TECH CREW.



DAVID BREWSTER.

## CENTRAL HIGH WINS

Carries Off Honors in Tome Institute Games.

## CLOSE FINISHES THE ORDER

Although Cloudy, Weather Does Not Interfere with Athletes' Work, and Some Good Performances Accomplished—Dick, of Blue and White, Takes 220-yard Dash for Seniors.

Special to The Washington Herald.

Port Deposit, Md., May 9.—Central High School, of Washington, carried off the honors in the annual Tome Institute outdoor games, held here to-day.

Although the weather was cloudy, the day was not too cold, and the athletes performed in good style, some of the finishes being quite spectacular.

## The Summaries.

100-yard dash—First heat—Won by Paynter, C. M. T. S.; second, Martin, B. C. C. Time, 9:11.

Second heat—Won by Hobson, C. H. S. P.; second, Carter, C. H. S. W. Time, 9:10 1/2.

Final—Won by Paynter, C. M. T. S.; second, Hobson, C. H. S. P.; third, Carter, C. H. S. W. Time, 9:13 1/2.

75-yard dash; junior—First heat—Won by Kelley, C. H. S. W.; second, Wharton, E. A. Time, 0:28 1/2.

Second heat—Won by Dewey, C. H. S. W.; second, Tucker, De. L. S. Time, 0:28 3/4.

Third heat—Won by Tatum, W. H. S.; second, Timanus, B. C. C. Time, 0:28 3/4.

Final—Won by Tucker, De. L. S.; second, Dewey, C. H. S. W.; third, Tatum, W. H. S. Time, 0:28 3/4.

75-yard dash; for rural high schools—First heat—Won by Stoner, T. H. S.; second, Harvey, C. Co. H. S.; third, Curley, F. H. S. Time, 0:30.

Second heat—Won by George, C. Co. H. S.; second, Kemp, F. H. S.; third, Thom, F. H. S. Time, 0:30 1/2.

Final—Won by Stoner, T. H. S.; second, George, C. Co. H. S.; third, Harvey, C. Co. H. S. Time, 0:30.

120-yard hurdles—First heat—Won by Clark, Tome; second, Williams, F. C. Time, 0:18 1/2.

Second heat—Won by Riddell, B. P. S.; second, Levering, B. C. C. Time, 0:17 1/2.

Final—Won by Riddell, B. P. S.; second, Levering, B. C. C.; third, Williams, F. C. Time, 0:17 1/2.

450-yard dash—Won by Dick, C. H. S.; second, Lukens, C. H. S. P.; third, Claggett, C. H. S. W. Time, 0:53 1/2.

One-mile dash—Won by Hildebrand, C. H. S. W.; second, Brown, W. H. S.; third, Rementer, C. H. S. P. Time, 4:28 1/2.

75-yard novice—First heat—Won by Okie, Tome; second, Winslow, Tome. Time, 0:28 1/2.

Second heat—Won by Cullen, C. H. S. W.; second, Knox, Tome. Time, 0:28 1/2.

Third heat—Won by Kelley, C. H. S. W.; second, Fenton, E. A. Time, 0:28 1/2.

Fourth heat—Won by Wynn, Tome; second, Scarbrough, Tome. Time, 0:28 1/2.

Final—Won by Winslow, Tome; second, Wynn, Tome; third, Kelley, C. H. S. W. Time, 0:28 1/2.

880-yard; rural high school championship—Won by Kemp, F. H. S.; second, Ryler, T. H. S.; third, Harvey, C. Co. H. S. Time, 2:15 1/2.

650-yard novice—Won by Rose, C. H. S. W.; second, Flecher, P. C.; third, Okie, Tome. Time, 1:35.

225-yard dash; junior—First heat—Won by Tucker, De. L. S.; second, Wharton, E. A. Time, 0:25 1/2.

Second heat—Won by Patterson, B. C. C.; second, Branham, B. C. C. Time, 0:25 1/2.

Final—Won by Tucker, De. L. S.; second, Wharton, E. A.; third, Patterson, B. C. C. Time, 0:25 1/2.

225-yard dash; rural high school championship; junior—First heat—Won by Stoner, T. H. S.; second, Kemp, F. H. S. Time, 0:25 1/2.

Second heat—Won by George, C. Co. H. S.; second, Hoffman, F. H. S. Time, 0:25 1/2.

Final—Won by Kemp, F. H. S.; second, George, C. Co. H. S.; third, Hoffman, F. H. S. Time, 0:25 1/2.

220-yard; senior—First heat—Won by Holston, C. H. S. P.; second, Carter, C. H. S. W. Time, 0:22 1/2.

Second heat—Won by Paynter, C. M. T.; second, Dick, C. H. S. W. Time, 0:21 1/2.

Final—Won by Dick, C. H. S. W.; second, Holston, C. H. S. P.; third, Carter, C. H. S. W. Time, 0:21 1/2.

220-yard hurdles—First heat—Won by Graham, Tome; second, Levering, B. C. C. Time, 0:24 1/2.

Final—Won by Riddell, B. P. S.; second, Levering, B. C. C.; third, Hagg, C. H. S. P. Time, 0:23 1/2.

880 yards—Won by Walton, C. H. S. P.; second, Coulbourne, C. H. S. P.; third, Filton, B. C. C. Time, 2:35 1/2.

## FIELD EVENTS.

Pole vault—Won by Thrall, McK. H. T. S.; second, Phillips, R. P. S.; third, Fetterhoff, P. C. Height, 10 feet 3 inches.

Shot-put; 12 pounds—Won by Ganster, L. H. S.; second, Wise, Tome; third, Tweedy, C. H. S. W. Distance, 42 feet 4 inches.

Running high jump—Won by Burdick, P. C.; second, Kemp, P. C.; third, Fetterhoff, P. C. Height, 5 feet 5 1/2 inches.

Running broad jump—Won by Martin, B. C. C.; second, Wise, Tome; third, Fetterhoff, P. C. Distance, 22 feet 3 1/2 inches.

Hammer throw; 12 pounds—Won by Wise, Tome; second, Ganster, L. H. S.; third, Toume, Tome. Distance, 129 feet 9 inches.

FOOD FOR FOOTBALL CROWD.

Enough Provender Was Supplied at Recent Game to Feed an Army.

At the recent final match for the English football cup, played at Crystal Palace, London, on April 25, the caterers employed 1,200 waiters, waitresses, barmaids, and cooks; 120,000 cups and saucers and 240,000 glasses were provided, and twenty pair-horse vans conveyed the provisions to the palace. The chief items of consumption were:

70,000 slices of bread and butter.

14,000 pats of butter.

1,250 sandwich loaves (each weighing eight pounds).

1,000 five-pound loaves.

30,000 slices of cake.

15,000 buns.

10,000 scones.

3,000 pork pies.

252 gallons of milk.

75 rumps of beef for chops.

6,000 pounds of potatoes.

1,000 cabbage and cauliflowers.

250 fowls.

15,000 batons and rolls.